

control valve, torquing bolts, and inspecting for leaks. The new crossbeam assembly incorporates a lubrication fitting to allow lubrication of the brake control valve plungers.

Accomplishment of the actions specified in the service bulletin is intended to adequately address the identified unsafe condition. TCCA classified this service bulletin as mandatory in order to assure the continued airworthiness of these airplanes in Canada.

FAA's Conclusions

This airplane model is manufactured in Canada and is type certificated for operation in the United States under the provisions of section 21.29 of the Federal Aviation Regulations (14 CFR 21.29) and the applicable bilateral airworthiness agreement. Pursuant to this bilateral airworthiness agreement, TCCA has kept the FAA informed of the situation described above. The FAA has examined the findings of TCCA, reviewed all available information, and determined that AD action is necessary for products of this type design that are certificated for operation in the United States.

Explanation of Requirements of Proposed Rule

Since an unsafe condition has been identified that is likely to exist or develop on other airplanes of the same type design registered in the United States, the proposed AD would supersede AD 93-21-04 to continue to require lubrication with grease of the sliding shaft of the input plunger of the brake control valve assembly. The proposed AD would add requirements for modifying the brake control valve assembly; and subsequent repetitive lubrications of the valve. Accomplishment of the modification would terminate the repetitive lubrications of the sliding shaft of the input plunger. The new actions would be required to be accomplished in accordance with the service bulletin described previously.

Differences Between Proposed Rule and Canadian Airworthiness Directive

The proposed AD would differ from the parallel Canadian airworthiness directive in that it would NOT require the following actions:

- Revising the Airplane Flight Manual to provide the flightcrew with operational procedures for abnormal brake-pedal action; and
- Cleaning and drying the bushings and plungers, and applying lubricant to these components.

We have determined that these actions are unnecessary because those actions are intended to mitigate the identified unsafe condition before accomplishment of Bombardier Service Bulletin 601R-32-017. The modification of the brake control valve assembly and subsequent lubrication schedule specified in that service bulletin render the preceding actions unnecessary. TCCA has no objections to our proposed requirements.

Cost Impact

There are approximately 2 Model CL-600-2B19 (Regional Jet series 100) series airplanes of U.S. registry that are affected by AD 93-21-04. The actions that are currently required by that AD take approximately 1 work hour per airplane to accomplish, at an average labor rate of \$60 per work hour. Based on these figures, the cost impact of the currently required actions on U.S. operators is estimated to be \$120, or \$60 per airplane.

There are approximately 194 Model CL-600-2B19 series airplanes of U.S. registry that would be affected by this proposed AD.

The modification that is proposed in this AD action would take approximately 4 work hours per airplane to accomplish, at an average labor rate of \$60 per work hour. Required parts would cost approximately \$3,812 per airplane. Based on these figures, the cost impact of the proposed modification of this AD on U.S. operators is estimated to be \$786,088, or \$4,052 per airplane.

The lubrication of the brake control valve that is proposed in this AD action would take approximately 1 work hour per airplane to accomplish, at an average labor rate of \$60 per work hour. Based on these figures, the cost impact of this proposed lubrication of this AD on U.S. operators is estimated to be \$11,640, or \$60 per airplane, per lubrication.

The cost impact figures discussed above are based on assumptions that no operator has yet accomplished any of the current or proposed requirements of this AD action, and that no operator would accomplish those actions in the future if this AD were not adopted. The cost impact figures discussed in AD rulemaking actions represent only the time necessary to perform the specific actions actually required by the AD. These figures typically do not include incidental costs, such as the time required to gain access and close up, planning time, or time necessitated by other administrative actions.

Regulatory Impact

The regulations proposed herein would not have a substantial direct effect on the States, on the relationship between the national Government and the States, or on the distribution of power and responsibilities among the various levels of government. Therefore, it is determined that this proposal would not have federalism implications under Executive Order 13132.

For the reasons discussed above, I certify that this proposed regulation (1) is not a "significant regulatory action" under Executive Order 12866; (2) is not a "significant rule" under the DOT Regulatory Policies and Procedures (44 FR 11034, February 26, 1979); and (3) if promulgated, will not have a significant economic impact, positive or negative, on a substantial number of small entities under the criteria of the Regulatory Flexibility Act. A copy of the draft regulatory evaluation prepared for this action is contained in the Rules Docket. A copy of it may be obtained by contacting the Rules Docket at the location provided under the caption ADDRESSES.

List of Subjects in 14 CFR Part 39

Air transportation, Aircraft, Aviation safety, Safety.

The Proposed Amendment

Accordingly, pursuant to the authority delegated to me by the Administrator, the Federal Aviation Administration proposes to amend part 39 of the Federal Aviation Regulations (14 CFR part 39) as follows:

PART 39—AIRWORTHINESS DIRECTIVES

1. The authority citation for part 39 continues to read as follows:

Authority: 49 U.S.C. 106(g), 40113, 44701.

§ 39.13 [Amended]

2. Section 39.13 is amended by removing amendment 39-8801 (59 FR 2952, January 20, 1994), and by adding a new airworthiness directive (AD), to read as follows:

Bombardier, Inc. (Formerly Canadair): Docket 2000-NM-311-AD. Supersedes AD 93-21-04, Amendment 39-8801.

Applicability: Model CL-600-2B19 (Regional Jet series 100) series airplanes, serial numbers 7003 and subsequent, certificated in any category.

Note 1: This AD applies to each airplane identified in the preceding applicability provision, regardless of whether it has been modified, altered, or repaired in the area subject to the requirements of this AD. For